Fair; warmer; probable showers; southwesterly winds

MARKHAM'S STORY

VOL. LX.-NO. 306.

The Rear Admiral's Version of the Victoria Disaster.

HE THOUGHT IT A BLUNDER,

But He Obeyed Orders When Asked Why He Delayed.

Mis Report Supplemented by the Graphic Statements of Four Victoria Officers-All the Evidence Points to Tryon's Responsibilly for the Disaster-He Ordered the Ship's Six Cables Apart, Though Told that Eight Were Required for the Maneuvre-When the Ships Began to Lower Boats He Ordered Them to Desist-Not the Least Sign of Paule During the Terrible Eight Minutes Before the Great Esglish War Ship Sank Out of Sight,

LONDON, July 2.-A midshipman from the Victoria arrived at Calais early this morning with Rear Admiral Markham's despatches soncerning the collision off Tripoli. He was brought by special steamer, the Maid of Kent to Dover and was conveyed thence by special train to London. He drove directly to the Admiralty Office, where the Admiralty Board. notified in advance of his coming, received and read the despatches at once. The Board decided to publish the despatches in full forth-

The first despatch was dated from the war ship Camperdown on June 22. It says:

"It is with most profound regret that I have to report the total loss of her Majesty's ship Victoria involving the irreparable loss of the commander-in-chief, Vice-Admiral Sir George Tryon, 22 officers, and 336 men, under the following circumstances:

The squadron, consisting of her Majesty's ships Victoria, Camperdown, Nile, Dreadnought, Inflexible, Collingwood, Phaeton, Edinburgh, Sanspareil, Edgar, Amphion, Fearless, and Barham, left Beirut about 10 o'clock this forenoon for Tripoli. Shortly after the squadron formed single column, line abreast, and seeded at the rate of about eight knots an hour. When about five miles from the anchorage off Tripoli the signal was made at 2:20 in the afternoon to form columns of divisions in line ahead, disposed abeam to port, the columns to be six cable lengths apart.

We proceeded in this formation until 3:28, when the signal was made from the Victoria to the first division to turn sixteen points to port and to the second division to turn sixteen points to starboard. As the columns were only six cable lengths apart, it was not, therefore, in my opinion, possible within the manœuvring distance to execute such an evolution. I directed the flag lieutenant to keep the signal, which we were repeating, at dip as an indication that the signal from the Victoria was not understood. I then directed him to signal with the semaphore:

Do I understand it is your wish for the columns to turn as indicated by the signal now

"Before my order could be carried out, the commander-in-chief semaphored me to know what I was waiting for. It then struck me that he wished me to turn sixteen points, as indicated by the signal, and it was his intention to circle round the second division, leaving them on the port hand. Having the fullest confidence in the great ability of the commander to manœuvre the squadron without even risk of collision. I ordered the signal hoisted as an indication that I understood. When the signal was hauled down the helm of the Camperdown was put hard a-port. At the same time the helm of the Victoria was starboarded. I watched very carefully the helm of the Victoria. as indicating the purpose of her signals.

"As the two ships turned toward each other, and seeing that the helm of the Victoria was still hard a-starboard. I directed the Captain of the Camperdown to go full speed astern with the starboard screw in order to decrease our circle of turning. Seeing that a collision was inevitable. I then ordered him to go full speed astern with both engines, but before our speed could be materially checked the stem of the Camperdown struck the Victoria on the starboard bow about twenty feet before the turret and crushed into the ship almost to the centre line, the fore-and-aft lines of the ships at the time of the collision being inclined toward each other at an angle of about 80 degrees.

"It was, I think, quite two minutes before the Camperdown was able, although going full speed astern with both engines, to get clear of the Victoria. The water-tight doors of the Camperdown had been closed by my orders before the collision occurred. Seeing the critical condition of the Victoria, which seemed to be settling down by the head, boats were immediately prepared and the boom oats were got ready to be helsted out, when the open pennant was hoisted by the Victoria and the signal was made not to send boats. A very few minutes later she keeled over to starboard and, turning bottom upward, disappeared. The time that elapsed between the occurrence of the collision and the disappear-

ance was only about thirteen minutes. "Shortly before the Victoria turned over, the men were seen jumping overboard. Observing this. I immediately ordered the signal de to send all boats to the rescue, and d rected the Barham and Fearless to close in at once to save life. steaming up in the Camperdown at the same time to succor the officers and men struggiling in the water. The combined efforts of the squadron resulted in the saving of twenty-nine officers and about 202 men, but I regret that no less than twenty-two officers and about 336 men, the majority of whom were in all probability below at the

The sea was smooth and there was only s light breeze at the time of the accident. The injuries to the Camperdown are serious, but I hope that, with the assistance of the artificers of the squadron, they may be temporarily re paired so that she may be sent to Malta and docked. (Hero Rear Admiral Markham gives a detailed and technical description of the in-

juries sustained by the Camperdown. "I regret that the ship's books of the Victoris were lost. In fact, nothing of importance has been recovered so far.

For some hours after the sinking of the Victoria the water remained agitated over the wreek. The screws were revolving as she sank. I remained in the vicinity of the catastrophe with the squadron until 5:30 o'clock, when, as the Camperdown was making water. deemed it advisable to anchor the ships off The Amphien, Barbam, and Fearless remained until after dark, but did not recover

anything of importance.
I cannot express the deep grief and sorrow feit in consequence of this lamentable catastrophe by myself, the Captains, the officers, and the men of the Mediterranean squadrossorrow that is very materially enhanced by the great and irroparable less which the navy and the nation have sustained in the death of our beloved commander, Sir George Tryon, shose kindness of heart, no less than his ignal ability in the profession of which he was such a distinguished ornament, had endeared him to all who served in his command.

A. H. MARCHAM, Rear Admiral." "P. S .- Although ships have been searching

NEW YORK, MONDAY, JULY 3, 1893.—COPYRIGHT, 1893, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. present are those of Fleet Paymaster Rickcord. James Vittles, ship's steward: Spiro Portelli. Captain's cook; Joseph Fierres, interpreter: Sergeant of Marines Morgan, and Charles Tomkine, seaman, which have been interred in the Christian cometery in Tripoli. The Turkish authorities have been communicated with relative to any body that might be washed ashore, and they have rendered every assistance in their power. The manceuvring consisted of the two lines turning in toward each other, exactly reversing their course, in parallel lines. Owing to lack of room, the figure that resulted was like an inverted let-

The Hon. Maurice A. Bourke, the Captain of the Victoria, sends to the Admiralty a letter dated H. M. S. Nile, June 23. After a technical preface detailing the vessel's course, the writer continues:

"Shortly after 2 P. M. the commander told me he wished to see me and Staff Commander Hawkins Smith, with charts. We went to his cabin. The commander said he should form the fleet in two divisions disposed to port, colums six cables apart, and when sufficiently past the line of bearing, namely, the Tower of the Lions, S. by E. which was the line we were going to turn up and anchor upon, he would invert lines by turning columns inward sixteen points, so that on reaching the line of bearing for turning up for anchor the fleet should alter course together eight points to port, bringing the fleet in columns of divisions in line abreast to port. columns disposed astern steering 8. by E., and anchoring on these bearings when Taros Island bore W. by S. The Staff Commander suggested that eight cables would be a better distance to form up in two divisions than six. The Admiral said: 'Yes, it should be eight cables.'

"The staff commander went on deck, and about 2:15 o'clock the signal was made for the fleet to form columns of divisions in line ahead, columns disposed abeam to port, columns six cables apart. The staff commander then sent to the Admiral to say that six cables were flying, and he had said eight cables. I was then in the Admiral's cabin. The Admiral said it was to remain at six cables. I then went on deck. Just before 2:45 o'clock the staff commander sent me a sheet of paper with a new course, viz., E by N. This I took down to the Admiral, who told me to it, and the fleet stoored at 2:45 E by N. On this course the flagship passed two and a half miles north of Ramkine lighthouse. At 3:20 the Lion's Tower bore S. by E. At this time the Admiral came forward to the fore bridge, and on to the top of the chart house, where I was with the staff commander. At 3:25 it was reported to him that it was time to hoist the turning signal, and igain at 3:27, when he ordered the signal to be hoisted for the first division to alter course sixteen points to starboard, the leaders together, the rest in succession.

'The flagship's helm was put hard to starboard, and I directed Lanyon, a midshipman. to observe closely the distance of the Camperdown. I reported to the commander that it would be too close, and asked permission to reverse the port screw. This was done, and just before the collision both engines were going at full speed astern. The ship had turned twelve or thirteen points when the Camperdown struck the Victoria on the starboard bow about ten feet abaft the anchor.

"From information given by Chief Petty Officer May, who was in his mess right forward. I learn that he saw the Camperdown's bow come right through into the ship as far as into the chain lockers, and burst into the bulkhead between the fore mess deck and the stokers' mess deck. When the collision was seen to be inevitable orders were given to close the wa-ter-tight doors. This was done, and preparations were made to use the collision mat, but nothing could be done with the mat, as the

Victoria's bow had settled down steadily. "At this point I left the dock, by the commander's order, to see if all the doors were closed and up to what bulkhead the ship had filled. I went in the starboard flats and saw that the doors were closed and that the seuttles had been shut. I called round and asked everything was tight, and was answered with 'Yes.' but by whom I could not say. I deck, and the men in the flat where I was, on the starboard side, all went up. I then got up on the mess deck and aft and down into the starboard engine room. The engines were being worked, and I heard the gongs of the telegraph. I spoke to Engineer Deadman, who was there and who told me there was no water in the engine room. He told me all his doors were closed. Then I asked for the fleet engineer. He told me he did not know where he

"I then ran along the main deck passage to see if those doors were properly closed, and met the fleet engineer coming aft, who said that all was tight as far as he could make out abaft the foremost boller room. I then went on deck to report to the commander and got on the after bridge, where all were at their stations to get out the boats. The ship's company in great numbers were on the port side of the upper deck. I then went along the port foreand-aft bridge to the Admiral, the ship having

heavy list to the starboard. "Just as I reached the cutter's foremost davit on the port side, the ship gave a great lurch starboard, and I clutched at the rail. found myself sucked down, but I came up to the surface again among the wreckage. I with many others, was picked up by the Nile's boats. The conduct and steadiness of all at their stations were beyond praise. There was

no panic of any sort or description. "MAURICE A. BOUREE, Captain." Staff Commander Hawkins Smith of the

Victoria makes this report: "The Captain left the top of the chart house immediately after the collision, by the commander's orders, to look after the water-tight doors. The ship was headed in for land, to get into shoal water, at a speed of seven knots, or thirty-eight revolutions, the helm being hard to starboard. On my giving the order to right the helm the wheel could not be moved. She gradually filled by the bow and listed over to starboard. The commander and myself were on top of the chart house at the last and were washed off by the water coming up there. I was taken down, I think, by the small masts, and was sucked in as the ship settled under. When I came up I found close by some loose oars, with which I supported myself until I was picked up by the Dreadnought's whaler. My watch stopped at 3:44:30 o'clock, this being the time at which the ship sank. After finding myself in the water I nover saw the Admiral again. Lieut. H. L. Heath's report is as follows:

"I was doing duty as executive officer Commander Jellicoe being sick. I was on the chart house when the signal was hauled down. and heard the order given for hard to starboard. saw the ship swinging to port. I then went off the chart house to the fore bridge, where I peard the order given, 'Full speed astern with the port engine.' Seeing that a collision was imminent, I gave orders to close the watertight doors and get out the collision mat. I saw many men running to their stations, and then went on to the upper deck to see the men their stations and ordered the GS, to be sounded on the bugle. It was while I was on the upper dock that the collision took place.

"I then went on to the forecastle to try to place the mat. which I could not do at all. as the ship had settled down by the bows and keeled to starboard. I then tried to get uown the starboard forecastle hatchway to see if the doors were properly closed, but I was driven back by the water. From here I went over all the after bridge with a view of hoisting the th day, the only bedies recovered up to the | boats out. The Captain ordered me to full

men in on the port side of the upper deck. This order was piped, and almost immediately after the ship lurched heavily to starboard and

Lord Guilford, flag lieutenant of the Victoria, makes the following statement:

"At 1 5 P. M. the signal was made to alter course together to N. E. by N., thus forming the fleet on a line of bearing W. by N. from, or two points abaft, the port beam of the flagship, About 2 o'clock the signal was made to increase speed to 48 revolutions, or about 8.8 knots. About 24 the Admiral ordered me to take the signal to form columns of divisions in line ahead, columns disposed abeam to port, and immediately afterward to make the signal that columns should be six cables apart. The first signal was made, answered, and hauled down. The second signal was then hoisted, and while it was still flying the Staff Commander came att to me and said that the Admiral intended that the columns should be eight cables apart. I thereupon went below and informed the Admiral of what the Staff Commander had said. The Admiral replied that he wished the distance between columns to be left at six cables. I went on deck, hauled down the signal, as it was answered, and sent to inform the Staff Commander that the Admiral wished the columns to remain six cables apart.

'About 2:40 the course of the vessels was altered to east by north in succession, preserving the order of the fleet, the first division reducing and the second increasing the speed of the engines to carry the evolution out. About 3:15 the Admiral came on deck, and, after a few minutes on the after-bridge, went forward to the top of the fore-chart house. About 3:25 I hoisted, by the Admiral's order, the signal:

· · Second divi-ion alter course in succession sixteen points to starboard, preserving order of fleet; first division after course sixteen points to port, preserving order of fleet.' "While this was flying the Admiral ordered

the following signal to be got ready, viz.: Columns to be two cables apart, and all ships will turn together with their guides as the guide of the fleet turns.'

The last ship to answer the above signals, as far as I could see, was the Camperdown. About 3:30, as soon as she had answered, the signal was hauled down by order of the Admiral. Thereupon the Victoria put her helm hard to starboard and the Camperdown put hers hard a-port.

"I ordered three midshipmen to watch the speed and helm signals of the Camperdown, Edinburgh, and Nile. No alteration, however, was reported to me other than that the Camperdown's helm was being put hard over. On the signal being hauled down and a collision appearing likely with the Camperdown, the port engines were reversed, and almost immediately afterward the starboard engines

"'Close the watertight doors,' was piped before the collision occurred.

The Camperdown struck the Victoria just abaft the starboard anchor bed. The Victoria keeled slightly over to starboard. I reported to the Admiral that the Dreadnought was lowering boats. He thereupon made a general signal to annul the sending of boats. Immediately afterward he made a general signal to open on the Camperdown, disongaging herself from the Victoria. The latter retained her list to the starboard and had settled down slightly in the bows. An attempt was made to place the collision mat, but the water rising quickly over the forecastle, it was abandoned. "The Captain, by the Admiral's order, went

below to see that the watertight doors were closed. The Admiral remained on deck. He asked the staff commander what water we were in, and the staff commander replied: 'Deep water: sevent; or eighty fathoms.' The helm was then put hard starboard and both engines wont half speed ahead. The ship gathered headway, swinging slowly to port. A minute afterward the steering gear broke down, the quartermaster reporting that he was unable to move the wheel. During this time the ship gradually heeling more and more to starboard and the water rising rapidis over the forecastle, the Admir to go down and ask the Captain if the ship was making any water aft. On gaining the port side of the upper deck I found a number of men attempting to climb up over the nettings. Immediately afterward I lost my footing on the ship's giving a rapid lurch to starboard. I clambered along the deck to the port foremast six-pounder gun, where the rising water washed me away.

"The time from the actual collision to the time when she turned over and swamped was, I should say, eight to ten minutes. came to the surface I was, roughly estimated. midway between the Nile and the Victoria. whose screws were revolving in the air. I just caught sight of her as she sank, bow first.

GEORGIE DREW BARRYMORE DEAD. The Actress Succumbs to Consumption in

SANTA BARBARA, Cal., July 2,-Georgie Drew Barrymore, who has been here three weeks recuperating from the illness that attacked her in New York, died suddenly this morning. The change of climate at first seemed to do her good, but to-day at noon she was selzed with a hemorrhage, and died in a few moments. No one of her family was with her at the time except her daughter. Ethel. Maurice Barrymore, her husband, is now in New York

Barrymore, her husband, is now in New York. Her health first gave way in San Francisco last year when she was playing there.

She was forced to cancel all engagements for the time, but this was declared to be only temporary, as the doctors said the nervous prostration from which she suffered would soon pass away with rest and quiet. They were wrong, however, as she falled to improve, and after remaining a few weeks in San Francisco she went to her home in the East. There she lingered in a wrotched condition, and early last month it was decided to bring herte Santa Barbara as a last resort.

Georgie Drew Barrymore's mother was Mrs. John Drew, and her brothers, John and Sydney, are well-known actors. She married Maurice Barrymore in 1879, Her debut in New York was made under the manakement of Augustin Daly at the Fifth Avenue Theatre in "Figue" as Mary Sandish. She afterward appeared at the Union Square Theatre, With Barrymore she played in "Diplomaer." When "The Wages of Sin" was first produced in New York she made a hit as the wayward actress in the play. "Moths" was another production in which Mrs. Barrymore won praise. She also appeared at Wallack's in "L'Abbo Constantine" in 1888.

Her work on the stage has always attracted notice, and she was of the first degree of excellence in the higher class of scubrettes.

Mrs. Barrymore's last appearance on the New York stage was with Frohman's comedians at the Standard Theatre about eight months ago. She had been ill for a year or more, but her friends hoped that she had regained her health by a long Southern trip. It was apparent, however, on the first night that she had not, and after a short engagement she gave up her work and went to California where she expected to die, as she wrote oher friends. Mrs. Barrymore and her husband have not been living together recently.

Arrival of the New Russian Minister. The new Russian Minister, Gen. Donkovski, and his party, who arrived yesterday on the French Line steamship La Bourgogne, are at present at the Clarendon Hotel, Fourth avenue and Eighteenth street. The party consists of the General and his wife, Mrs Bergier, Col. Serebriakoff and his wife, Dr. Potrowski, and Mr. Koulouisine. All are registered as being from St. Petersburg. The Russians spenttheir first evening in this city in company with Mr. A. Olarovsky, the Russian Consul, in an up-town place of amusement. The new Russian Minister speaks very little English, and most of his conversation here is carried on through an interpreter.

Callenya La Rilla Hee No Equal .

THE SILVER MEN TO RALLY.

DECISION IN FAVOR OF THE CHICAGO MRETING ON JULY 25.

Four Leaders Meet Secretly and Draw Up Call, Which In to Be Issued To-day-Arguments They Use and Hopes They Have-Col. Craudall on Physical Force

WASHINGTON, July 2 .- A secret council of var, comprising four chieftains of the radical silverites, has been held at the headquarters of the American Bimetallic League here today. As a result Chicago and July 25 have been decided on positively as the place and time for a general gathering of the League's members and of the friends of free silver. The proclamation is to-night in the hands of Gen Warner, President of the League, who, with Congressman-elect Francis J. Newlands of Nevada, Col. Lee Crandall, editor of the National View, and Executive Committeeman Johnson of Nevada, were in the conference.

The call will be issued to the press in the morning, and will be the battle cry of the These men were in telegraphic communication with Senators Stewart and Toller.Congressm Bland and and other leaders of the bimetallic standard in various parts

Mr. Newland left Washington to-day for New York immediately after the conference. Before starting he said to a friend that letters and telegrams had been received at headquarters showing a more composed feeling under the present attack on silver through President Cleveland's call o an extra session than there had ever been before in a fight. The Convention at Chicago, he predicted, would be a call to arms, if necessary to defend what the people regarded as their money.

"The people are ready to shoulder the musket in real carnest," said Col. Crandall. who knows something of that sort of thing from four years' service in the Confederate army. Unfortunately for the Colonel and his silver friends his weekly paper went to press just one day too late to get in the l'resident's call and a counter blast. But Editor Crandal says that they will accept no quarter.

"The Sherman law will not be repealed. much as it is to be despised," said he, "unless guarantee of a better substitute is made. Silver free and unlimited; silver North, South, East, and West; silver as the money of the producers; small transactions; silver sixteen to one—that is to be the battle slogan. The Cleveland game will be checkmated.

Our canvass is as good as his, and it shows that a sufficient number of members and Senators from both parties will stand by silver to

that a sufficient number of members and Senators from both parties will stand by silver to prevent a surrender to the European gold syndicate which compelled the demonetization of silver in India, without the slightest voice on the part of the people of India, just as our people had no part in the demonetization of silver in the Part of the people of India, just as our people had no part in the demonetization of silver in the United States in 1873.

The voice of the Chicago Convention will be heard on the floors of Congress, and the extra session of Aug. 7, 1833, will never end until it ends either in the peaceful vietory of silver money or in the outbreak of a revolution by physical force such as the country has never seen. I hope it will not need to see it. Plans for the raising of a fund for the necessary expenses of a national campaign are now laid and will be matured at Chicago.

Cleveland's personality is unquestionably waning in influence in all parts of the country. On this question his Administration and that of Harrison are regarded as in the same category by those voters who evidently were the means of Grover Cleveland's election. I have letters from merchants and bankers in the Wost testifying to accessions moven these classes of voters. Grover Cleveland is the paid attorney of the moneyed crests of Europe-to such a depth is sunk as highest office in the gift of the American opte.

Col. Crandali will leave to me we to attend the Ohlo State Convention of U silver party. It will thus be seen that the over men are promptly taking up the gage thrown down by the anti-silver men, and are vigorously organizing for the impending struggle. When Congress meets a strong fight will doubtless be made, first and foremost, against the adoption of any new rules which will check fillibustering.

Ing.
In the Senate especially any attempt to introduce a closure provision will be bitterly opposed by the silver men. Then if they cannot prevent the Sherman law from going by the Board they will exert all their powers to force the adoption of an acceptable substitute. Senator Vorhees, who is still here, is under-

Senator Vorhees, who is still here, is understood to be busily at work preparing what he promises will be the greatest forensic effort of his life.

As Chairman of the Committee on Finance he will take the lead in the debate on the floor of the Senate, and, while he is sledged to advocate the repeal of the herman law, his sympathies are naturally with the limitallists, and his efforts will probably be in the direction of some acceptable compromise.

A telegram from Denver has been received here alieging that preparations are being made in the silver States to start a corruption fund of \$50,000 to contest legislation in favor of silver at the extra session. The story runs as follows:

"Several of the foremost silver leaders in Colorado are quietly engaged in the work of raising a substantial fund to be used in lobby-

"Several of the foremost silver leaders in Colorado are quietly engaged in the work of raising a substantial fund to be used in lobbying in the interests of a free coinage will in case the Sherman act shall be repealed.

"The newspapers of this city have refrained from mention of the movement for obvious reasons, but the fact that the work is going on has been apparent in certain quarters here. It is alleged that about \$50.00 will be subscribed in Colorado, and that material additions to that amount from all the Western mining States will awell this sum total to a foamidable fund."

COMPLICATES SENATE CONTESTS. The Credentials of Three Senators Must Be Considered.

WASHINGTON, July 2 .- The fact that the Senators from the Northwestern States are not unanimous on the silver question and that some of them will probably vote to repeal the Sherman silver purchasing law adds interest to the contests which were pending when the Senate adjourned in extra session in April last in the case of the Senators from Montana. Wyoming, and Washington. In all three of these States the Legislatures got into a prolonged deadlock and adjourned without electing a Senator to all the vacancies that were to occur in March.

The Governor of Montana appointed Lee Mantie, a Republican, but a pronounced free coinage advocate, to succeed Wilbur F. San-ders (Rep.). Mr. Mantle's credentials were re-ferred to the Committee on Privileges and Elections, which made a majority report in layor of seating the appointee, but the Senate aljourned without action on his case, and the seat remains vacant.

a lourned without action on his case, and the seat remains vacant. The Legislature of Montana is controlled by Democrate and Populists; the Governor of Montana is a Republican. Should the Republican appointes of the Governor be not seated, the Legislature would probably choose a Democrat or a Populist. Gov. Richards of Montana was in Washington recently, and he declared very emphatically that he would not call the Legislature together again if Mantic did not get the seat.

In Wyoming the Legislature has a Democratic and Populist majority, but failed to elect a Senator to succeed Francis E. Warren, liquidition. The Governor, a fusionist, appointed A. C. Beckwith a free coinage fusionist. His credentials also were before the Senator committee without action when the Senator

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ist. His credentials also were before the Sanate committee without action when the Senate adjourned.

In Washington the Legislature and Governor both are Republican, but the Legislature failed, on account of beal fights, to elect a successor to John B. Aller, Rep., and the Governor appointed him to success himself, His case, also, was pending when the senate adjourned. Mr. Allen, it was thought, would vote for the repeal of the Sherman law if admitted to his seat. These three contested cases may probably bring on a protracted preliminary fight before the Senate can settle down to the business for which the extra session has been called.

The right of a Senator to his seat is a question of the highest privilege, and Senators on one side or other of the sliver question are sure to demand a decision on these cases before any vote is taken on the Sherman law.

In addition to these potent probabilities of delay there are the unacted upon resolutions of investigation in the case of Senator W. N. Roach of North Dakots, upon which a hot partisan debate is inevitable.

Your children will profit by your strewdness in buy-

OFF FOR POLAR REGIONS.

Lieut, Peary's Aretie Ship Falcon Starts Shortly after 6 o'clock last night Lieut.

Peary's Arctic ship, the Falcon, cast off her moorings and backed off into the middle of the East River from the foot of Dock street, Brooklyn. There were fully 200 people on Excursion Dock, just under the east pier of the big bridge, as the whaler moved away, and they all raised their bats and cheered the

they all raised their hats and cheered the brave little craft that is to take an American expedition to the nearest navigable point to the North Pole.

The Falcon was decked with bunting from head to foot, and Lieut, Pearr's personal flag nung from the taffrail. The Eskimo dogs ran about the quarter deck, and the Colorado burros stuck their big ears up over the bulwarks and wagged farewell to the cheerers.

After some manusuring the bells in the engine room rang "Go ahead," and the queer ship started up stream. The big Sound as they passed the gayly decked Falcon they blew their whistles three times before going ahead. The Falcon answered each salute, but made no stiempt to keep up with the big white side-wheelers, the Falcon and they account the side-wheelers.

made no attempt to keep up with the big white side-wheelers.
The officers of the Falcon said they expected to anchor in Boston Harbor late this afternoon. The ship will be placed on exhibition there, as it was here, for a few days, and will then go on to Portland, Mo., where Lieutenant and Mrs. Pears will lein the other members of the exploring party who are now aboard.
Visitors were allowed on the Falcon yesterday until within half an hour of sailing time. There were almost as many there as on the first day, and when the ticket sellers loaded their booth onto the forward deck they said that in the three days the Falcon was here they collected over \$1,400. This money goes toward defraying the expenses of the expedition.

FIRE IN A DANGEROUS QUARTER A Threatening Blaze at Purk Place and

Church Street-Loss \$50,000 Half of F. A. Ringler & Co. electrotyping and stereotyping establishment at 26 Park place was burned yesterday morning. The building is five stories high and runs through the block to Barelay street. Bradley & Hubbard, bronze and clock manufacturers, occupy

bard, bronze and clock manufacturers, occupy the second floor. The three upper floors are occupied by Ringler & Co., and the ground floor by Smith, a hatter, the Imperial Café, and Murdock & Co. The fire started on the third floor, from what cause is not known.

When the first fire company got there three alarms were sent out, and a little later a fourth. Up the street a short distance are a number of stores filled with fireworks, and the firemen were afraid that in some way the flames might get into them. The fire itself, too, what there was of it, was so bot that the elevated trains had to stop running. Downtown trains were stopped at Chambers street and started back. The firemen fought the flames from 24 o'clock to 4 o'clock, when they got them under control. The whole building in the mean time had been deluged with water, and there was hardly anything in it that was not damaged.

and there was hardly anything in it that was not damaged.

The fire was confined to the Park place end of the upper three floors. Everything there was burned. A rough extimate of the damage yesterday placed it at \$50,000. It may exceed that flaure if many of the patterns belonging to Ringler & Co. are destroyed. Ringler's men said that they could not tell anything about it until to-day, when the books can be got at and an inventory taken.

LEAPED INTO A BONFIRE. Four-year-old Frank Hotner Burned to Death

Four-year-old Frank Botner, a son of William Botner, a dyer, who lives at 134 Raymond street, Brooklyn, died at the Brooklyn Hospital early yesterday morning of hurns received by falling into a bonfire. The child was one of crowd of boys who were playing about a fire a crowd of boys who were playing about a fire in- Bolivar street, near Raymond street, on Saturday afternoon. One of the boys in the crowd cleared the fire with a running jump, and challenged the others to follow his lead. One by one all the older boys made the jump. Then little Frank Botner announced that he was going to jump the fire, too. Just as he was about to make the jump some of the older boys raised a cry of warning. Perhaps the cry disconcerted him. At any rate he leaped, fell short, and landed in the midst of the flames. As is usual in such cases the boy's companions did nothing. Policemen Mahonoy and Garragan pulled him out of the fire after he had become unconscious, and hurried with him to the Brooklyn Hospital. He was terribly burned, and had inhaled the flames. He died at 1 o'clock yesterday morning.

A boy told a policeman that another boy had pushed Frank into the fire, and a report to this effect was sent to Police Headquarters on Saturday night. Detective Sergeart Delehanty investigated the case, but could find no evided to substantiate the report. He found three men who had seen the accident, all of whom said that they saw little Frank jump into the fire. in Bolivar street, near Raymond street, on

FORGOT HIS CHAMELEON.

Singular Thing for a Man to Forget Who Is Four gentlemen went driving in the Park yesterday afternoon and came back last night to the Gedney House. When the victoria arrived at the stable in West Thirty-second street, at 9 o'clock, the coachman ran into Manager Heffernan's office.
"Come out here," he cried, "and see the

"Come out here," he cried, "and see the four-legged Irishman I've brought home."

Heffernan walked out to the victoria, and the hostlers and ceachmen crowded around to see what was up. A chameleon lay in the corner of the padded seat. It was bright green in hue. Many of the men were afraid to touch the little fellow, but Manager Heffernan put him on a chip of wood in a rose lar in the office. The lizard changed color slowly.

The green hue of its back and tall became reddish brown, then a sliver gray, and after that the lizard slowly resumed its hue of green. These changes occupied about an hour's time, during which the chameleon made a supper of several fles.

Banjamin F. Deklyn, a wholesale candy manufacturer, came into the stable in a hurry. I left, my chameleon in, your victoria, he said. "I'm afraid it's lost."

He was delighted when he saw the pet in the rose lar.
"I wouldn't have lost that little fellow for a

rose jar.
"I wouldn't have lost that little fellow for a good deal," he said. "He is a present from a friend in South America."

CUT DOWN OF FORCE ON THE SANTA FE. The Closing of Colorado's Sliver Mines Com

KANSAS CITY, Mo., July 2 .- An order has been promulgated on the Atchison. Topeka and Santa Fo dismissing twenty-five per cent. of all the operatives, to be effective at once. In quiry of General Manager J. J. Frey developed quiry of General Manager J. J. Frey developed the fact that the order was general over the entire Santa Fó system, and that the reduction in force taried from twenty per cent, in the Topeka shops to fifty per cent, on the entire operating force of the Colorado Midhad.

Mr. Frey said: "The general depression in the commercial world has forced us to take this action. Mines in Colorado are unable to run except at a loss and have ceased operations. Smelters must also shut down as soon as the present small supply of ore has been consumed. This means an enormous diminuition of our freight revenue. The mines furnish us with eight-tenths of our revenue. The same is largedy true in New Mexico and Arizona."

This means an enormous diminution of our freight revenue. The mines furnish us with eight-tenths of our revenue. The same is largely true in New Mexico and Arizona. From conservative estimates made by men connected with the railroad and mining interests of Colorado fully 100,000 men will be thrown out of employment in the State within the next two weeks. The general business depression can but result disastrously to the coal miners strike in southeastern Kansas. It is said the action taken by the Atchison, Topeka and Santa Fé will be followed speedily by other Western lines.

SENATOR SHERMAN IS FOR REPEAL He Thinks the Purchasing Clause of His CLEVELAND, July 2 -Senator Sherman has

this to say of his Silver bill; "The present Bliver law with which my name is connected." he said. "was in the naname is connected," he said, "was in the nature of # compromise to prevent the enactment of free colinage legislation, which was imminent, and right here is a point where the inconsistency of some of the Democratic opponents of that law then, as now, is shown, for while opposite it ther favored a measure which provided for free colinage of silver.

"The present law provided for the purchase of 4.500,000 counces of silver bullion a month, whereas the proposed law provided for the purchase of \$4,000,000 counces of silver bullion per month.

The only objectionable feature in the law is

YOUNG BRECKINRIDGE WOUNDED. He and Simms Were Arguing a Question o

LEXINGTON, Ky., July 2.-Robert Breckinridge, son of Congressman W. C. P. Breckin ridge, and Edward Simms of Paris, whose father is the wealthiest man in Bourbon county, met in a personal encounter yesterday on Broadway, the result of which was the severe wounding of young Breckinridge and a visit to the station house by the young men. Blight Anderson, Simms, and Young Breck-

enridge were standing on Broadway when a dispute arose as to whether Anderson was sober enough to go home with his mother. Breckinridge argued that he was, while Simms took the negative. Simms called Breckingidge a liar, and received a blow straight from the shoulder for his pains. Simms drew a knife in order to carve the son

of the silver-tongued statesman. He ripped back of the ear, then slashed around over the left eye, and finally ended by gashing Breckinridge's hand. Anderson succeeded in separating the fighters and attempted to slip them away before the police came up, but the entire party was taken in. Breekinridge and Simms "made up" at the

station house and were released on bail. Simms is somewhat of a fighter. About a month ago in a "scrap" over a Paris society girl he knocked Miller Ward through a plate glass window. Breckinridge is not backward with his fists, either.

It was he who called out young Arnold of Frankfort at a german at the Phonix Hotel some time ago and gave him a severe thrashing for annoying a young lady.

GLADSTONE SPRAINS HIS ANKLE. He Slipped As He Was Descending a Stair

case, But Was Not Badly Hurt. LONDON, July 2 .- Mr. Gladstone slipped and fell this morning while descending a staircase in the Petersham residence of the Earl of Dysart, whom he is visiting.

Beyond spraining one of his ankles, he was not seriously hurt. The injury is not severe, and it is expected that Mr. Gladstone will return to London to-morrow.

A RAILROAD OFFICIAL DISAPPEARS. Detectives are on His Track, Although His

Sr. Louis, July 2.-Michael P. Kelly, general agent of the Big Four Railroad, has mysteriously disappeared, and it is feared by his wife and friends that he has committed suicide. Last night the detectives made a thorough search of the city for him.

Kelly is one of the best known railroad offi-

cials in the West. For nearly twenty years he has been connected with the Big Four system. Being general agent of the road he handled large sums of money.

Kelly was last seen on Thursday afternoon, at which time he appeared at his office in the Rialto building. He was downhearted and gloomy, and had nothing to say to his office force. He has been known for the last two years as a very steady man in his liabits, and when he fatled to appear at night at his home, 2,544 North Grand avenue, his wife became uneasy. Mrs. Kelly said she thought her husband had committed suicide, as of late he had been unusually depressed over business matters and had been acting peculiarly.

By this time the railroad officials had become aware of Kelly's myterious disappearance. A hasty examination of his accounts was made. The officials say they found them all right. Nevertheless they have placed detectives on his track, stating as a reason that there are certain business matters which are so complicated that no one but Kelly can unrayed them.

The missing man is about 40 years old. He has been connected with the Big Four system.

so complicated that no one but Kelly can un-rayel them.

The missing man is about 40 years old. He is a member of the Mullanphy Board and be-longs to the Knights of Honor, Cutholic Knights of America, and Knights of Father Mathew.

NEGRO EDITOR BEATEN BY A MOB.

He was Driven Out of Town Years Ago, but Returns and has an Ear Cut Off, Marion, Ark., July 2.—The Rev. James L. Fleming, colored, was driven out of Crittender county by the white people during the riot of 1888 and went to Memphis, where he estab-

lished a newspaper. Soon after the lynching of the three negroes. Stewart, Moss, and McDowell, here in 1892, the paper contained an editorial reflect ing upon the white women of Memphis. Fleming was called upon by a committee, and stated that the editorial was written by Ida Wells, a negress, who assisted in editing the paper. He was advised to leave Memphis, and did so. Ida Wells also departed, and is now lecturing in Great Britain on lynching in the Southern States.

Fleming entered the town of Marion on Thursday. He was reconsized and assailed by a mob of white men armed with sticks and badiy beaten. One of the mob cut an ear from the negro's head with a knife. Fleming fled to the woods, and since then has not been seen. ing upon the white women of Memphis.

A BANK CASHIER IN THE TIMBER. He Was Under Bonds for Friony, but De-

LAMAR, Mo., July 2.-One hundred dollars eward was to-day offered for the arrest of B Brasier, cashier of the Hartly Banking Company of Jerico, Mo., who was placed under \$1,500 bonds on Friday last, charged with felony. His bondsmen becoming fearful that he would not appear to answer the charge, demanded his re-arrest. Since the reported robmanded his re-arrest. Since the reported robbery and subsequent assignment of the bank, brasier has been spending his time with friends on the outskirts of Jerico, and kept a horse saddled, tied, and within easy reach, prepared to decamp on a moment's notice, the saw the approaching officers sent to arrest him, mounted his horse, and struck out for the timber, giving his pursuers a lively chase for several miles, when darkness covered his retreat and he escaped.

The condition of the banking company is not yet known, parties in charge not having been able to open the safe, the kor of which. Brasier claims, the alleged robbers carried away with them.

LAY DOWN TO GUARD HIS POWDER

He Was Smoking a Cigarette and Soon There Was a Fatal Explosion. PATERSON. July 2.-A few days ago Charles Griffin, 14 years old, and three companions purchased a small cannon and five pounds of powder to be used at the foot of Garret Mounain on the Fourth of July. The lads stored the cannon and powder in an old barn in Marshall street. Last night Griffin was informed that his chums had planned to steal the cannon and powder. The little fellow hastened to the barn with the intention of keeping a sharp lookout for the expected thiques. He was provided with a package of eigarettes and a box of matches and he lay down near the powder and smoked.

He had been in the barn nearly an hour when an explosion was heard and fellowing it the pittful cries of the boy. He was found writhing in agony. All one side of his body was burned, and physicians say he cannot recover. He said a spark from a cigarette ignited the powder.

TOO FAMILIAR WITH A GIANT CRACKER

A Fourth of July Incident Three Days Ahead of Schedu'e Time. Twelve-year-old Aaron Lewis of Ninety-sec

and street and Columbus avenue bought a big fire cracker on Saturday. With the intention of making as much noise as possible he lit the fuse, and clapping a tin can over the cracker. ruse, and clapping a thi can over the cracker, run to a safe distance. The fire slowly ate up the fuse, but Lowis was impatient, and concluded it had gone out. He went back to see, and was just bending over the can when the cracker exploded. The can flow upward and struck Lewis on the head, cutting a gash over his right eye, and perhaps fracturing his skull. He was taken to Slanhattan Hespital, where he will probably spend the Fourth of July.

Congressman Breckniridge Dentes It. Louisville, Ky., July 2.—Congressman Breekinridge, who is here on a visit, denies explicitly the story that he is to marry Miss Madeline Pollard.

Ripans Tabules cure all liver troubles and disorders of the stomach and bowels.—Adv.

NEW YORK'S DEAD HEROES.

PRICE TWO CENTS.

A MONUMENT TO THEIR MEMORY DED.

ICATED AT GETTYSBURG. The Thirtieth Anniversary of the Three Bays' Fight Finds Thousands of Veters ans on the Field-Bishop Potter Bellvers the Bedicatory Address-Speeches by Generals Slocum, Greene, and Sickles and

tion to Major-General George S. Greene, GETTYSBURG, July 2.-With bright sunight above and the field on which Gettysburg's decisive battle was fought stretching out below. New York State's handsome monument to the heroes who fell in the fight was dedicated to-day with impressive ceremonics. It was the great day of the celebration of their thirtieth anniversary of the three days' fight Seven thousand New York veterans, the Governors of two States, the surviving Generals of the battle, and thousands of veterans and vis-

Governors Pattison and Flower-Recep-

tors from other States were present. The wheat stood ripe on the stalk to-day as it did thirty years ago when the armies of Meade and Loo met and the Union troops won victory after a three days' varying conflict. Smoke again hung over the field, but it was from the salute in honor of the dead and not the smoke of battle.

The first feature of the day was the reception to Major-Gen. George S. Greene by his brigade on Culp's Hill. A platform had been erected among the trees where Greene's men held the most important point on the right of the line of battle of the second day's fight. Within view of a score of monuments erected to mark the places where comrades fell, the survivors and their guests gathered and saluted their brigade commander, who is in his 93d year. and is the oldest living participant in the battle of Gettysburg. He was escorted from the village to Culp's Hill by twenty-five men of his old brigade, under command of Capt. Osborn. Gen. Robert Avery was presiding offi-

cer. On the platform were Gov. Roswell P. Flower of New York and staff. Gen. Daniel E. Sickles, Gen. H. W. Slocum, Col. Stegman, who was wounded not fifty yards away, and the representatives of the Sixtleth, Seventy-eighth, 102d, 137th, and 149th New York regiments. Standing about under the trees or seated in carriages were nearly a thousand vetorans of New York regiments and their friends. The Rev. O. W. Severson of the 137th New

York Volunteers opened the proceedings with a prayer. The voterans sang "America." Gen. Avery then introduced Major-Gen. Henry W. Slocum, who, after congratulating New York on the day and reviewing the de-

tails of the memorable battle, said: "The duty assigned to me to-day was to aneak of the operations on Culp's Hill. Every Confederate report shows that on their side it was regarded as of great importance. How near we came to losing it is shown in the report of Gen. Ewell. "In Gen. Leo's report it is stated that Gen.

Ewell was ordered on July 2 to attack our right simultaneously with the attack of Gen-Longstreet on the left. To the fact that Gen. Ewell's attack was not made till an hour after Longstreet commenced his attack was due the

Longstreet commenced his attack was due the weakening of this part of our line, and making the task assigned to Gen. Ewell casier than it otherwise would have been, but the delay also prevented Gen. Ewell from realizing the great advantage he had gained. It gave us the night between the 2d and 3d to strengthen our position and provent his further advance.

"Of the 1.350 New York soldiers who, under the skilful management of Gen. Greene, so bravely defended our position on July 2, only 400 are present to meet their old brigade commander. I feel thankful that a kind Providence has longthened out the days of this venerable man, now in his ninety-third year, and has permitted him, after the lapse of nearly one-third of a century, to return to this field, on which he served with so much distinction, and here meet the men of his old command. I know you're impatient o greet him, and I will no longer deprive you of that pleasure." pleasure."
Gon. Greene addressed his comrades and was cheered and cheered again, as many of the veterans saw their leader for the first time

since the war.

Gov. Flower also made a few remarks.

There were loud shouts for Gen. Sickles as
Gov. Flower took his soat, and the General
received a hearty cheer as he stood, with the
aid of his crutches, and congratulated the veterans on getting together on the old battleground.

After all had joined in singing "Marching

After all had joined in singing "Marching Through Georgia," and the Rev. Mr. Pray had pronounced the benediction, all the veterans formed in line and shook hands with Gens. Greene, Sickles, Slocum, and Avery, while lattery C of the Third Artillery fired a salute. Many of the old veterans walked on with tears on their cheeks after the hearty hand clasps of their old commanders.

Gen. Sickles opened the proceedings at the dedication of New York's monument in the afternoon. The Rev. W. B. Derrick, the colored veteran preacher, then offered prayer.

Gen. Sickles, as President of the Board of Gettysburg Monument Commissioners of New York State, delivered the introductory address. He said, in part:

"It is my agreeable duty to extend to the guests of the State of New York who are present a cordini welcome. And to you, Goy, Flower, and to your associates in the legislative and executive departments of our State Government, the Board of Commissioners tender their congraiulations upon the completion of our work on this field, to which you and the Administration of Goy. Hill have contributed so much earnest cooperation.

"Eighteen States have erected monuments ound. After all had joined in singing "Marching

Administration of Gov. Hill have contributed so much earnest cooperation.

Eighteen States have erected monuments on this field in honor of the services of their citizens in the war for the preservation of the Union. Three and forty memorials have already been placed here, and the list is not yet completed. The time has come when the battlefield should belong to the Government of the United States. It should be made a national park, and placed in charge of the War Department. Its topographical features not yet destroyed by the vandals, who are even now defacing it, must hereafter remain unimpaired. Bishop Potter was then introduced. He de-

Bishop Potter was then introduced. He delivered the dedication address, speaking in part as follows:

"Thirty years ago to-day these peaceful scenes were echoing with the roar and din of what a caim and unimpussioned historian writing of it long years afterward, described as the 'greatest battlefield of the New World." And we are here to tell the world to-day that we have not forgotten them. It seems a tardy honor that we come to pay them, but through all the years that have come and gone, we have not forgotten them. No single anniversary of their great achievement has returned that they who count it chiefest homor that they may call those men brothers have not come here to do their memories homage and to recite the splendid story of their splendid deeds. Nay, more, in far-off towns and hamlets, North and East and West, in every home from which they came, no year has passed that grateful voices have not aung their valor and from pens trace dupon imperishable pages the story of their sacrifices. It is a long day, indeed from that in the year of our lord 18% is to this in 18%, but if we seem to be late in raising here this monument, you who behold it today will own that it is not to be late in raising here this monument, you who behold it to-day will own that it is not unworthy of the men and the deeds that it

who behold it tu-day will own that it is not unworthy of the men and the deeds that it commemorates.

"I may not rehearse the story of those deeds this afternoon. Already they have become a part of our common heritage, and have based by a process of spiritual assimilation into the very fibre of the nathen's life.

"As we come here to-day, my countrymen, we come, first of all, to knoor that which in human nature is the best unfinching courage, unfailtering sacrifice, and, over all, a patriot's pure develon to the right. Let he man say that in raising this monument to our dead heroes we are setting up one more altar wherewith to giority the crucing of of war. There is no one of us here, i am persuaded, who does not see in war and its attendant train of evils and horrors that of which any man or nation may wisely be in dread. There is no one of us here, in dread. There is no one of us here of the strendant train of evils and horrors that of which any man or nation may wisely be in dread. There is no one of us here, in the history of the power and its enlightenment; there is no one of us is from sinke unworthy of its power and its enlightenment; there is no one of us I say who listening to such foolish talk does not hear it with equal numsement and contempt. But, all the same, we may not forget that there may come in the history of every nation emorgencies when, all the resources of diplomacy and all the cleavences of statesmanship having been exhausted, there remains no other arbitrament but these ward—no last court of appeal to arms. And surely we who have lived, as have many of us here, through that memorable era which preceded the strue-gie which we are here te-day to commemorate.